

## § 570.61

## 49 CFR Ch. V (10–1–02 Edition)

### § 570.61 Suspension system.

(a) *Suspension condition.* Ball joint seals shall not be cut or cracked, other than superficial surface cracks. Ball joints and kingpins shall not be bent or damaged. Stabilizer bars shall be connected. Springs shall not be broken and coil springs shall not be extended by spacers. Shock absorber mountings, shackles, and U-bolts shall be securely attached. Rubber bushings shall not be cracked, extruded out from or missing from suspension joints. Radius rods shall not be missing or damaged.

(1) *Inspection procedure.* Examine front and rear end suspension parts for the conditions indicated.

(b) *Shock absorber condition.* There shall be no oil on the shock absorber housings attributable to leakage by the seal.

(1) *Inspection procedure.* Examine shock absorbers for oil leakage from within.

### § 570.62 Tires.

(a) *Tread depth.* The tread shall be not less than four thirty-seconds of an inch deep on each front tire of any vehicle other than a trailer and not less than two thirty-seconds of an inch on all other tires.

(1) *Inspection procedure.* For tires with treadwear indicators, check for indicators in any two adjacent major grooves at three locations spaced approximately 120° apart around the circumference of the tire. For tires without treadwear indicators, measure the tread depth with a suitable gauge or scale in two adjacent major grooves at 3 locations spaced approximately 120° apart around the circumference of the tire at the area of greatest wear.

(b) *Type.* Vehicles should be equipped with tires on the same axle that are matched in construction and tire size designation, and dual tires shall be matched for overall diameter within one-half inch.

(1) *Inspection procedure.* Examine visually. A mismatch in size and construction between tires on the same axle, or a major deviation from the size recommended by the vehicle or tire manufacturer, is a cause for rejection. On a dual-tire arrangement the diameter of one of the duals must be within one-half inch of the other as measured

by a gauge block inserted between the tire and a caliper.

(c) *General condition.* Tires shall be free from chunking, bumps, knots, or bulges evidencing cord, ply or tread separation from the casing.

(1) *Inspection procedure.* Examine visually for the conditions indicated.

(d) *Damage.* Tire cords or belting materials shall not be exposed, either to the naked eye or when cuts on the tire are probed. Reinforcement repairs to the cord body are allowable on tires other than front-mounted tires.

(1) *Inspection procedure.* Examine visually for the conditions indicated, using a blunt instrument if necessary to probe cuts and abrasions.

(e) *Special purpose tires.* Tires marked “Not For Highway Use” or “Farm Use Only” or other such restrictions shall not be used on any motor vehicles operating on public highways.

(1) *Inspection procedure.* Examine visually for tires labeled with specific restrictions.

### § 570.63 Wheel assemblies.

(a) *Wheel integrity.* A tire rim, wheel disc or spider shall have no visible cracks, elongated bolt holes, or indications of in-service repair by welding.

(1) *Inspection procedure.* Examine visually for the conditions indicated.

(b) *Cast wheels.* Cast wheels shall not be cracked or show evidence of excessive wear in the clamp area.

(1) *Inspection procedure.* Examine visually for the conditions indicated.

(c) *Mounting.* All wheel nuts shall be in place and tight.

(1) *Inspection procedure.* Check wheel retention for the conditions indicated.

## PART 571—FEDERAL MOTOR VEHICLE SAFETY STANDARDS

### Subpart A—General

#### Sec.

- 571.1 Scope.
- 571.3 Definitions.
- 571.4 Explanation of usage.
- 571.5 Matter incorporated by reference.
- 571.7 Applicability.
- 571.8 Effective date.
- 571.9 Separability.